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INFORMATION REPORT INFORMATION

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Czechoslovakia	REPORT		25X1
SUBJECT	Kovohuty Iron Foundry, Mokrad Plant	DATE DISTR.	15 MAY 1957	
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1. Kovohuty National Enterprise, Mokrad plant, in Mokrad (N 49-14, E 19-18) originated in 1950, in an installation which was first intended for a weaving works. Gradually other parts were built on to it, and in 1953 a railroad track was laid. The works has undergone various changes, both in production and management, the latter of which has changed at very frequent intervals. Production is chiefly oriented towards armament.
2. The factory is northwest of the town of Mokrad, on a wide bend of the Kralovany - Dolni Kubin - Sucha Hora railroad line, between the line and the Orava River. The main building of the factory is about 150 meters west of the former monastery building, which is now used for accommodation of the workers.
3. Production is as follows:
 - a. Special rings of diameters from $4\frac{1}{2}$ to 15 centimeters with walls $1-1\frac{1}{2}$ centimeters thick are made in the factory. The production procedure seems to be first to cut steel wire about $1\frac{1}{2}$ centimeters in diameter into small sections, and these are then ground. The powder is sorted through special sieves, and the first-class quality powder goes to the press where the rings are moulded. The moulded rings are put into gas furnaces for hardening, then into some special acid, and then back to the hardening ovens. The rings are examined twice during the process. Each ring should weight 8-12 metric hundredweight. The purpose for which the rings are used and the production capacity are not known.
 - b. Bearings of various types for aircraft are manufactured here. Sliding and self-lubricating bearings up to 30 centimeters long are made for the USSR and for domestic requirements. Some bearings are also made for Czech open railroad freight cars.
 - c. 7.62-millimeter ammunition - these cartridges are made complete with charge. Production capacity is not known.
4. Destination of products and transportation: Bearings made to order for the USSR are sent to Moscow by rail. Bearings for aircraft and railroad freight cars and other products are sent away partly by rail and partly in trucks. (Drivers went

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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through Prague. [REDACTED]

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5. **Employees:** Three shifts are worked in the factory, manned by about 400 workers in each. The third shift was introduced in 1956. About 70 percent of the employees are women. Recruitment of labor is still continuing, but each employee must undergo special screening, and only persons with a good political record are hired. They have to sign a declaration of silence and take a special oath. There are constant changes in management, since the production plan is not being fulfilled due both to inexperienced management and to a shortage of skilled workers.

6. **Machinery:** The factory is equipped with new machinery, mostly of Czech make; a very small number of machines are of East German and Soviet make. In spite of the fact that the machines are new, the wear and tear is greater than usual owing to the inexperienced handling of them.

7. **Layout of the factory as shown on the sketch** [REDACTED]

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1. New road along the south bank of the Orava River, replacing the former Zaskali-Mokrad road, which has been closed from the railway line in the direction of Zaskali, where it crosses the factory area.
2. Main production hall, ferroconcrete, about 200 meters long and 90 meters wide. A railroad track runs along the south side of the hill, with a concrete loading ramp. (See inset sketch for following set of numbers.)
 - 1) Moulding shop with about 18 hydraulic presses for moulding of the special rings, near the entrance to the railway track.
 - 2) Row of special sieves for sorting the ground steel.
 - 3) Mills for grinding the steel wire.
 - 4) Production department for 7.62-millimeter machine carbine ammunition.
 - 5) Automatic cutters for cutting steel wire.
 - 6) Acid processing section.
 - 7) Transformer station.
 - 8) Technical control section. This section is closed to workers employed on the bearings production.
 - 9) Various machines used in production of bearings.
 - 10) Tools issuing section, control points, offices; washrooms and lavatories are placed along the sides of the hall.

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